WEBSTER'S DICTIONARY.
SIX DOLLARS ONLY. AT The Hongkong Telegraph Office.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL, CARLILL & Co., General Agents.

NEW SERIES No. 942. 日二十月五年四十二緒光 THURSDAY, JUNE 30, 1898. 四拜禮 號十三月六英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISH 1880

SUBSCRIBED CAPITAL .....Yen 12,000,000
PAID-UP CAPITAL 9,000,000
RESERVE FUND 6,660,000

Head Office :—YOKOHAMA.

Branches and Agencies.

KOBE — NEW YORK
LONDON — LYONS
SAN FRANCISCO — HONOLULU
BOMBAY — SHANGHAI

LONDON BANKERS :
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY :—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per Annum on the daily balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 11th March, 1898. [382

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE :—HONGKONG.

Court of Directors:—
D. Gillies, Esq.
J. T. Lauts, Esq. | Chow Tung Shang, Esq.
Chen Kit Shan, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager,
G. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per Cent. per Annum.

Hongkong, 30th November, 1897. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND .....$ 8,000,000
RESERVE LIABILITY OF PROPRIETORS...$10,000,000

COURT OF DIRECTORS :
Hon. J. J. BELL-IRVING,—Chairman.
R. M. GRAY,—Deputy Chairman.
C. Beurmann, Esq.
David Gubbay, Esq. | R. L. Richardson, Esq.
A. Haupt, Esq. | P. Sachse, Esq.
A. McConachie, Esq. | R. Shewan, Esq.
A. I. Raymond, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER :
Hongkong—T. JACKSON, Esq.

MANAGER :
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

ALLOWED :
[illegible] of 2 per Cent.

[illegible]OSITS :
[illegible] per Annum.
[illegible] per Annum.
[illegible] per Annum.

[illegible]ACKSON,
Chief Manager.

[illegible], 20th May, 1898 [6

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE :—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £450,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 24th May, 1898. [31

ANTI CORROSIVES — ANTI FOULINGS

MANUFACTORY
all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

GENERAL AGENCY.
BAILEY'S ENGINEERING AGENCY,
11, PRAYA CENTRAL.

Hongkong, 14th May, 1898. [29

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	*Japan**	T. Leigh	About 6th July	Freight or Passage.
LONDON	*Ceylon*	C. H. C. Weston, R.N.R.	About 7th July	Freight or Passage.
LONDON, &c.	*Verona* †	S Barcham	Noon, 9th July	Freight or Passage.
JAPAN	*Rohilla**	S. de B. Lockyer, R.N.R.	6 P.M., 9th July	Freight or Passage.
SHANGHAI	*Coromandel*	F. N. Tillard	About 9th July	Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 27th June, 1898. [5

D. C. L.

OLD TOM GIN .....$7 per doz.
DRY GIN ..... 7 "

Owing to our holding sole bottling rights from the DISTILLERS CO., LD. we are able to offer their HIGH-CLASS GINS at above LOW PRICE.

H. PRICE & CO.,
20] WINE & SPIRIT MERCHANTS, No. 12, QUEEN'S ROAD CENTRAL.

AQUARIUS.

TELEPHONE 75.

"A PERFECT TABLE WATER."

"It is gratifying in these days of Typhoid to come across A REALLY PURE AND PALATABLE TABLE WATER, AQUARIUS IS SUCH; we have tried it ourselves and found it admirable."—*Sporting Times*, London.

CALDBECK, MACGREGOR & Co.,
15, *Queen's Road.* Agents,
AQUARIUS COMPANY. [15

TRY THE CURRY AT THE HONGKONG HOTEL.

THE
CLUB HOTEL,
LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

W. POWELL & CO.

A CAPITAL ASSORTMENT OF
BLACK & COLOURED LACES
SUITABLE FOR BLOUSES OR BOLEROS.

Hongkong, 4th June, 1898. [17

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY. LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quantities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER.

27] DODWELL CARLILL & Co., General Agents.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION, Commanding Magnificent View of the City and Harbour, the Mainland of China, and numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-East winds in winter.

Well appointed rooms, attentive service and excellent Cuisine.

J. MARCESSE, *Chef de Cuisine.* GEO J. CASANOVA, *Manager.*

CRAIGIEBURN is now open, for terms apply to

MANAGER, PEAK HOTEL.

CITY OFFICE, No. 7, Duddell Street. [28

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
23] CARMICHAEL & CO

LARGEST BOMB EVER FIRED!

STRAIGHT INTO DEWEY'S SHIP!

IMMENSE DESTRUCTION!

Yes, 'tis true, TO-DAY Messrs. WATKINS & CO., Agents for the famous

SCHLITZ BEER,

acting under direct instructions from the manufacturers, have pitched the biggest bomb ever destined for a warship right into

DEWEY'S FLEET.

It contained no less than

30 BARRELS OF SCHLITZ BEER,

or 3,600 Bottles of the Beer that made Milwaukee Famous.
That'll be a reviver for the Boys of Uncle Sam's Navy, after they've Planted the Star Spangled Banner on the walls of Manila City.

WATKINS & CO.,
QUEEN'S ROAD.

Hongkong, 30th June, 1898. [14

ROBERTSON SANDERSON & CO.,
LIMITED.
LEITH.

CELEBRATED SCOTCH WHISKIES.

	Per Case.
"GLENLEITH" BRAND	$10
"SECOND TO NONE"	12
"MOUNTAIN DEW"	12
LIQUEUR WHISKY	15

All the above brands we guarantee to be pure Malt Whiskies. The differences in price are regulated by the age of the Whisky. The "Second to None" "Mountain Dew" and Liqueur Whisky are all over ten years old.

Sole agents for Hongkong and Southern Ports of China.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

Hongkong, 19th May, 1898. [661

CHAMPAGNE.

	1 doz. quarts.	2 doz. pints
G. H. MUMM & Co.	$35.50	$37.50

WHISKY.

	1 doz. bottle.
DEWAR'S "IMPERIAL INSTITUTE"	$10.50
McCREADIE'S "SPECIALLY SELECTED"	10.50

PORT WINE.

	1 doz. bottle.
GUEDES "3 GRAPE" BRAND	$24.00

SHEWAN, TOMES & Co.,
Agents.
32] *Praya Central.*

Intimations.

HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE is hereby given that the NINETEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 27, Queen's Road, on TUESDAY, the 5th July, at Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th April, 1898, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to 5th proximo, both Days inclusive.

By Order of the Board of Directors.
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th June, 1898. [748

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

AN INTERIM DIVIDEND at the rate of FOUR PER CENT (ONE DOLLAR AND FIFTY CENTS PER SHARE) for the six months ending 30th June, 1898 will be paid on application to the registered Shareholders of the above Company on SATURDAY, the 9th July, 1898.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 9th July, both days inclusive.

MEYER & CO.,
General Managers.

Hongkong, 28th June, 1898. [792

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED will be held at the REGISTERED OFFICE of the Company, No. 14, Praya Central, Victoria in the Colony of Hongkong on the 12th day of July, 1898, at 3 o'clock in the afternoon when the SUBJOINED RESOLUTION will be proposed. Should the Resolution be passed by the required Majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

RESOLUTION.

"That the Regulations contained in the "printed document submitted to the "Meeting and for the purpose of iden-"tification subscribed by the Chairman "thereof be and the same are hereby "approved and that such regulations "be and they are hereby adopted as "the regulations of the Company to the "exclusion of all the existing Regula-"tions thereof"

a printed copy of the proposed new Regulations can be seen at any time during Office Hours at the Office of the Company.

Dated the 27th June, 1898.
By Order of the Board,
THOS. I. ROSE,
Secretary.

798]

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [18

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO ..... $833,333.33.
RESERVE FUND ..... $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 19th December, 1898. [29

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 25th May, 1898. [30

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office :—TOKIO.
Branch Offices :—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies :—
Miike Coal Mines.
Ohmaure Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"

Captain Lehmann, will be despatched for the above Ports, TO-MORROW, the 1st July, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 30th June, 1898. [804

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CHINGWO,"

Commander H. C. Harris, will be despatched as above TO-MORROW, the 1st July, at 4 P.M.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 30th June, 1898. [797

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA.

THE Company's Steamship

"KANSU,"

Captain Sommerville, will be despatched as above SATURDAY, the 2nd July, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th June, 1898. [803

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Hodgins, will be despatched for the above Ports on SUNDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 30th June, 1898. [806

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on WEDNESDAY, the 6th July, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th June, 1898. [805

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"

Captain McArthur, will be despatched for the above Ports on THURSDAY, the 7th July, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

Qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th June, 1898. [809

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"CHINGWO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 6th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th July at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th July will be subject to rent.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 30th June, 1898. [1-w 807

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 7th July will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 14th July, otherwise they will not be recognised.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 30th June, 1898. [1-w 808

To-day's Advertisements.

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 1st July, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 30th June, 1898. [810

TO BE LET IMMEDIATELY.

THOMSEN'S HOTEL, KULANGSU, AMOY, Furniture to be taken over.

For particulars apply to
J. E. THOMSEN & CO,
Amoy.

30th June, 1898 [811

TO LET.

GODOWN in BLUE BUILDINGS.

FLOORS in STAUNTON and ELGIN STREETS.

No. 3, ELGIN STREET.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 30th June, 1898. [12

Intimations.

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &C.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & Co.

Hongkong, 11th September, 1896. [19

THE LEADING CATERERS.

COMPARE OUR

MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39

A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1898. [7

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 30, 1898.

NOTES AND COMMENTS.

From the Reuter's Message which we publish to-day it is plain that the Spanish Reserve Squadron is to proceed through the Canal and await the arrival of colliers in the Red Sea, and that the intention of striking a final blow for the possession of the Philippines has not been abandoned by Spain. Unless the Spanish colliers are already on the way, however, it must necessarily occasion a further delay in the arrival of the fleet in Far Eastern waters, and every day's delay will mean that the American position in the Philippines will be stronger. There can hardly be any doubt as to Manila being in the hands of the Americans long before the Spanish Reserve Squadron can arrive there, and in all probability we shall hear that the city has surrendered when either the *Puensang* or the *Esmeralda* returns here.

It is difficult to understand, however, why the Spanish Reserve Squadron was ever allowed to put to sea without the necessary following of colliers and storeships. Possibly these may be following later, but it would undoubtedly be better for many reasons for them all to have sailed as one flotilla. The Americans are evidently well aware of the importance of colliers accompanying a fleet operating in foreign waters, for Commodore WATSON's fleet, which is proceeding to the coast of Spain, is accompanied by three ships carrying coal, and will therefore be enabled to keep the sea for an indefinite period, provided other colliers are despatched with supplies from time to time. It is just as necessary nowadays for a fleet to be accompanied by its attendant store, coal and hospital ships as it is for a modern army to have a full baggage train. Ironclads and cruisers are all very well in their way and make a brave show upon paper, but without their attendant satellites they are comparatively useless, and we should like to ask if the British Admiralty has made arrangements for an efficient transport service in the event of war?

The next question that arises is: what steps can the Americans take for intercepting the Spanish Reserve Squadron before it arrives in the neighbourhood of the Philippines? and to this many answers can be made. If Commodore WATSON's fleet is to pursue the Spanish squadron, after bombarding the Spanish ports, it is probable that Admiral DEWEY will be ordered out to meet them and hold them in check until Commodore WATSON arrives on the scene, and, if things are well managed and the ships under Commodore WATSON are rushed out at top speed, the Spaniards could very well be met and forced to give battle in the Straits of Malacca. But in this case, of course, we must presuppose that Manila is in the hands of the Americans and can be safely left in the occupation of the troops. Again, it may not suit the American plans to leave Manila Bay just at present, and Admiral DEWEY may think it better to hold the Spanish fleet in check at the entrance to the harbour, allowing them to establish a virtual blockade, until the arrival of Commodore WATSON and his flotilla enables the Americans to take them between two fires. The present situation is full of most interesting possibilities, and if the Spanish Reserve Squadron is not prevented from reaching Far Eastern waters by lack of coal, there will be ample room for a display of naval tactics in the near future.

REUTER'S MESSAGES.

THE SPANISH-AMERICAN WAR.

LONDON, June 28th.

The third expedition to Manila consisting of four transports, with four thousand troops has left San Francisco.

Admiral Camara has been ordered to proceed to Suez with his squadron. It is reported that arrangements have been made for colliers to meet the squadron in the Red Sea, or elsewhere.

Commodore Watson has been appointed to the command of an American squadron consisting of three ironclads, four cruisers, and three colliers, which is proceeding to Spain.

FRANCE.

M. Brisson has completed a Cabinet.

M. Brisson, Premier and Minister of the Interior.

M. Cavaignac, Minister for War.

M. Delcasse, Minister for Foreign Affairs.

M. Joycal, Minister of Finance.

TYPHOON WARNING.

The Observatory report to-day says:—On the 30th at 10.45 a.m.: The depression to the Southward of Hongkong seems to be moving towards a point on the coast between Macao and Hoihow. At 11.15 a.m.: The barometer has fallen considerably in the neighbourhood of Hongkong and is little changed elsewhere. Gradients slight for E. winds on the E. coast of China steep for N.E. on the S. coast. FORECAST:—Strong N.E. winds, possibly rising to a gale; squally, showery.

On the 30th at 3.30 p.m. Gun fired. The centre of the depression is likely to pass near Gap Rock Strong E gale probable in the harbour.

THE PLAGUE.

During the 24 hours up to noon, 30th June, no new cases and no deaths from plague were reported.

LOCAL AND GENERAL.

THE typhoon gun was fired at 3.45 p.m. to-day.

THE death rate from plague at Macao during the past week amounted to seven.

H.M.S. *Phœnix* and the Japanese gunboat *Takao* were at Hankow on the 20th inst.

FOR being in possession of illegal weights and measures a Chinese trader was to-day fined $7.

A COOLIE charged with stealing a jacket in Station Street, was to-day sent to gaol for forty-two days.

A DISTRICT watchman, charged with the larceny of a lawn mower, was to-day sent to gaol for three months.

INTELLIGENCE was received at Shanghai on the 23rd inst. of the death of Mr. H. B. Joly, British Vice-Consul at Chemulpo.

THE death is reported on the 19th inst. of En, prefect of Sungkiang, and the immediate superior official of the Shanghai district magistrate.

THE mortality statistics for the week ended June 18th show a death rate of 18·0 per 1,000 and for the following week the rate was 14·7 per 1,000.

THE laying of the cable between Wei-hai-wei and Chefoo was completed by the Great Northern Telegraph Co., on behalf of the Chinese Telegraph Administration, on the 6th inst.

A YOUNG Chinese woman living at Praya West was to-day convicted at the Magistracy of beating a small girl. A fine of $50 was imposed and the girl was ordered to be given into the care of the Registrar General.

THE Band of the K. O. L. Regiment will play the following programme at the Officers' Mess to-morrow, commencing at 8 p.m.:—

Overture	Maschaft An Bord	Suppe
Selection	The Mikado	Sullivan
Valse	Gebel Imsafa	Tyrrell
Polonaise	Masken	Faust
	Reminiscences of Verdi	Arr: F. Godfrey
Valse	Dolores	Waldteufel

God Save the Queen.

THE first match of the Hongkong Water Polo Shield Competition will be played tomorrow evening in the Victoria Recreation Club enclosure at 5.30 p.m. sharp, when V. R. C. will meet K. O. R. 1st team. The following represent V. R. C. team:—Goal—R. Hendrson, Backs—J. M. E. Carvalho, T. Meek. Half-Back—A. E. Alves. Forwards—W. A. Stopani (Capt.), A. A. Alves, W. Armstrong.

THE *Herald's* Washington correspondent telegraphs that the Navy Department has been officially informed that Britain has been buying great quantities of coal in the Pacific Western States and storing the fuel at Erquimault. The price of coal has consequently gone up, and the Department has been forced to pay much higher rates for their supplies. It is believed that Britain is preparing for a crisis in the Far East.

I KO-TANG-A, Military Governor of Shangking, having presented a memorial to the Throne attributing the recent serious disturbances at Chao-yang to the carelessness of certain officials of that city and district, an Imperial decree has been issued, bearing date the 12th inst., ordering the dismissal of those officials, and instructing the Military Governor with the spasmodic name to take effective measures for preventing the riots spreading to other parts of the province.

AT last Dewey meets his match. Schlitz, a non-combatant and a fellow that no one would ever have regarded as other than a red-hot patriot, actually announces, through his local agents (Messrs. Watkins & Co.) that he has planted the record bomb right into "George the Second's" flagship. There was no explosion though, and when the experts gathered round the strange thing and cautiously effected an opening they discovered that it contained 3,600 specimens of Schlitz' life-saving elixir—a most thoughtful present to the plucky sailors who have been roasting in Manila Bay for weeks past. *Vide* advt.

IN supporting the adoption of the report on Insanitary Buildings at the Sanitary Board's meeting to-day the Hon. F. H. May said the matter was a most important one. He had no doubt the Government would take the matter into serious consideration and he also hoped the public would carefully consider the report. No Government could successfully legislate in sanitary matters unless it had the help of the public. He referred to houses now being erected here where, he said, sanitary requirements were conspicuous by their absence and he particularly alluded to the buildings going up on the site of the old Victoria Hotel. When these places were filled with Chinese they would be little better than Tai-ping-shan.

THE team race between the Victoria Recreation Club and the King's Own Regiment came off yesterday in most unpropitious weather, with the typhoon cone displayed on the *Tamar*, the wind blowing hard, and the sea (the most important factor for consideration) very heavy. Yet, in spite of these disadvantages the two teams met for the determination of aquatic superiority. The numerous spectators who expected to witness an exciting contest, on the strength of the statement that the King's Own had excellent swimmers who were well able to cope with the V. R. C. "boys," were, however, sorely disappointed. The first to go in were Herbst for the Club and Townsend for the K. O. R. both evenly matched, the latter finishing three or four seconds before Herbst. The second round consisted of Bunting (K. O. R.) and Miller (V. R. C.), the Club man gaining considerably over his opponent and at about half distance Bunting was so exhausted as to stop to give up and only continued at a slow speed in response to the earnest exhortations of his supporters. Miller finished a length ahead of Bunting, who completely put his team out of the match. The King's Own men were gradually falling off more and more after this and the race was one-sided, the V. R. C. winning by about two lengths. The following were the teams:—V. R. C.—E. Herbst, J. Miller, F. Lammert, A. A. Alves, Carvalho, A. E. Alves. K. O. R.—Townsend, Bunting, Graham, Gamer, Edwards, Tootle.

SANITARY Inspector Reedie had a large number of "cockloft cases" at the Magistracy to-day and in each case a fine of $15 or 14 days was imposed.

IT is reported in native official circles that Russia has recently been giving broad hints to the Tsung-li Yamên that she wishes a "rectification" of the frontier in the north-western portion of Chinese Turkestan, and that in all probability the intention is to absorb the dependency of Kuldja into the Russian dominions.

PERMISSION to open the following valuable mines in Hunan has been given by H.E. Ch'en Pao-chên, Governor of the province. An antimony deposit in the district of Liling, at a place called Tungyuankang; an antimony deposit in Hsiuhua district, at a place called Lienpeichi; a quicksilver deposit in the sub-prefecture of Chienchor, at a hill called Saddle hill (Maanshan), alleged to be very rich; and a galena mine in Hsiuning district at a place called Sankoniung. All the above are to be exploited by syndicates headed by the local gentry and notables of the above places.—*Daily Chinese Progress.*

THE weather, which has been very squally for the last two days, took a decided turn for the worse this morning and the harbour was quickly deserted by the few remaining junks and sampans which had not previously sought shelter. This exodus was particularly noticeable off Praya East. The *Alacrity* and *Humber* were shifted to the outer buoys of the man o' war anchorage and preparations were generally made on the shipping for dirty weather. At about 4 o'clock one round was fired from Kowloon Point and the lowpowered ships immediately proceeded to run for shelter, either in Kowloon Bay or behind Stonecutter's Island. We notice that a sailing ship is moored at Blackhead's Wharf at Kowloon, and should the gale prove to be a heavy one she is likely to have an unpleasant time of it.

NATIVE reports of the ill relations between the Chinese at Kwangchow, the new French port in the South, and the new owners of the place continue to circulate. It is stated that a French officer landed there the other day, accompanied by a party of marines, and arrested a number of Chinese without any reason, which naturally excited a good deal of indignation amongst the native population. The local authorities referred the matter to the Viceroy of Canton, who, in turn, reported to the Tsungli Yamen, and that body having made official enquiries, the French Minister at Peking communicated the following facts to the Government:—Some French marines landed lately at Kwangchow for the purpose of hunting. Whilst so engaged they were set upon by the natives. The native authorities were asked by the French naval officers to punish the offenders, which the native authorities failed to do, apprehending instead an innocent old man, whom they punished for crime which he never committed. Finding it was worse than useless to apply to the native authorities any further, the French took over the contract themselves and sent a lieutenant and a few files of marines ashore, who promptly got hold of the real offenders and summarily whipped them. The incident is only one of a series which go to show how strained are the relations between the French and the natives at the new French port.—*China Gazette.*

ACCORDING to the *China Gazette*, there is every appearance of a rice famine in Shanghai at the present moment, due to excessive exportation from this port and the action of the officials who control the arrival of grain from the south of Chinkiang, in the storage places near Wusieh, where there was some trouble recently over silk. It seems that mandarins and dealers there are holding back the usual consignments of rice and as the local stocks became denuded by heavy shipments to Japan by speculators, including some local mandarins, scarcity has resulted and the dealers have consequently successfully to run up prices. Still there is much misconception over the price per picul; for the ordinary picul of 133⅓lbs. the price is $5.20, and for the Chinese picul of 202lbs. the price is $7.70, but there has been a considerable rise. The profit made by the shippers, although large, is nothing like that obtained by the dealers, who are now endeavouring to "corner" the market. We trust that the Taotai will order the rice shops to reduce the present famine prices and take steps to see that Wusieh and other places on the Grand Canal disgorge the stocks they are holding, or trouble is certain, similar to that experienced at Ningpo, Shaoshing and Wenchow. Nothing has been more infamous in its action than the ring which is at present endeavouring to control the rice market, and the baseness of its motives is equal to that of the Chicago wheat ring which has just collapsed but not before it nearly threw all Southern Europe into the throes of revolution. The native papers state that there is only sufficient rice in Shanghai for the next twenty days, and that the producing centres in the Yangtse Valley are also suffering from a scarcity of rice, and purchases have had to be made from adjoining places. Under such circumstances it is only natural that Shanghai, which is unable to supply its own needs, should feel the strain, but some way out of the difficulty can undoubtedly be found if the officials look at the matter in a proper way and take proper steps.

ANOTHER HERO.

Captain Gridley was not the only victim of Death who passed away as a slave of duty for by the last mail information was received that Lieut David Daniels, well known on this station, sacrificed his life as a martyr to that proud ambition, that every true soldier and sailor seems to value more than life. He had been suffering from diabetes for several days but, when ordered to U.S. Coast Defense Ram *Katahdin* as navigating officer, he responded to duty's call although unfitted for service. He had previously been on duty at Annapolis but when war orders were received he would not apply for leave but joined his ship. He was popular among all who knew him and his passing away will be greatly regretted.

THE LOSS OF THE "FUCHING."

The *Nagasaki Press*, of the 20th inst, publishes the following:—

Port Arthur, June 9th.

A terrible disaster occurred here during the storm on the 9th inst., the Chinese cruiser *Fuching*, with a crew of 130 men being lost. The chief officer and three sailors were the only members saved.

The *Fuching*, arrived here at 2 pm on the 8th inst: The weather being foggy, she was unable to enter the harbour, and was obliged to anchor outside. Later the weather cleared up, but it remains unknown why he did not enter, although advised to do so by Captain Li, whose ship is in dock flying the Commodore's flag.

During the night the wind changed into a storm blowing from the southwest. About 6 a.m. on the 9th inst. the *Fuching* dragged her anchor, and was driven towards the shore. I believe they had no time to let the second anchor go, as it was tied to the ship, and remained in the same position when the vessel was on the rocks.

The *Fuching* was driven to the same spot at which three years ago a similar accident occurred. The wind swung her alongside the shore, with her bow pointing to the north, and commenced dashing her on the beach. Unfortunately she fell on her starboard side, opening her deck to the waves. The crew sought refuge in the rigging and on the upper bridge.

The Russian first-class cruisers lying in the roads could render no assistance to the disabled vessel, on account of their draught being too great to allow them to get alongside, nor could they send any boats, as the sea was running high and the boats would have been lost if sent.

The crews from the ships that were in harbour got to the wreck by land, and tried to save the crew of the *Fuching* by means of firing rockets with lines attached, but the Chinese did not know what to do with the lines that reached them, as they had never used them before.

The pupils of the Chinese Naval School on shore also came to the rescue, and tried by signalling to make the men on board understand how to use the lines. At one time the Chinese made an attempt to use the lines, but whilst doing so a wave covered the vessel, and washed off several of the men. The others seeing this stopped the work. At this time the waves were nearly as high as the lighthouse, and in the narrow entrance from the roads to the harbour the water was seething.

The Captains of the two Chinese men-of-war in harbour apparently considered the situation of the *Fuching* entirely hopeless, as they did not even send out a crew to the wrecked vessel.

At midday the *Fuching* was a total wreck, on which two or three men were still seen clinging to the ropes, but after a short time they also fell into the water.

It is generally believed here that the roads of Port Arthur during the N. and S. winds are very dangerous, and therefore the Chinese ships in summer used to stay at Weihaiwei. During such a storm as the one that raged on the 9th inst. any small ship anchoring outside would probably get lost. It is also believed that a large breakwater is required, so as to prevent such sad accidents in the future.

THE PUNJOM MINING COMPANY, LIMITED.

IN LIQUIDATION.

The following is the report for presentation to the shareholders at the meeting to be held at the office of the Punjom Mining Company, Limited, No. 9, Praya Central, Hongkong, on Tuesday, 26th July, 1898, at noon:—

Gentlemen,—I beg to submit herewith a Statement showing the manner in which the Liquidation of the above Company has been effected, to 15th November, 1897, the date of the Incorporation and Registration of the Punjom Mining Company, Limited (New Company).

The Assets, amounting to $138,254.51, have been handed over by me to the New Company.

In accordance with the Agreement entered into with the Punjom Mining Company, Limited (New Company) all Shareholders, who have applied, have been granted Shares in that Company in exchange for Shares in the Old Company.

At date, 59,165 Ordinary, and 28,509 Preference Shares, have been allotted.

JAMES B. DUNCAN,
Liquidator.

Hongkong 18th June, 1898.

BULLOCK CART STRIKE.

The *Straits Times* of 23rd inst. says:—It is reported by the police that all the Chinese bullock cart owners have stopped working their carts in consequence of a Municipal prosecution against a couple of Chinese owners at Bukit Kim Cheng and Ang Siang Hill. On Thursday last, the men in question were fined because their stables were in an insanitary condition. As a result of this prosecution, the Chinese bullock waggon owners have struck work as a protest against the action of the Municipality. The strike commenced this morning. The Chinese, who are accused of originating the movement, are said to be intimidating Kling drivers from working their carts also. In several instances it is reported that the Chinese have surrounded Kling drivers, and have threatened them with violence if they did not desist from working. In consequence of this coercion, the Klings have ceased using their carts.

To prevent disturbances, the police have furnished escorts for the commissariat carts from Pearl's Hill to Tanglin and Tanjong Pagar wharf.

On interviewing Mr. Gan Eng Seng, the bullock waggon cart contractor for Tanjong Pagar Dock Company, a representative of the *Straits Times* was informed that last night a number of Klings, and Chinese drivers went to his Mandor and endeavoured to persuade him to take part in the strike. If he refused they threatened to assault the drivers on using their carts. Mr. Gan Eng Seng has taken no notice of threat, however, and all his carts are being employed to-day. It appears that the Chinese and Kling owners are dissatisfied at the measures taken against them by the Municipality. They say they are being driven out of the town and are being put to a great deal of unnecessary expense; Also, they protest against a new rule which they state is about to be imposed upon them, namely, that in future the tax of 25 cents on each pair of bullocks is to be increased to $2.50.

Up to the present no disturbance has been created, and it is believed that the strike will soon come to an end.

At Tanjong Pagar Dock the work is being in no way interfered with by the strike.

NURSES' MEMORIAL FUND.

The following subscriptions to the above Fund are acknowledged with thanks. The Hon Treasurer, Mr. T. Jackson, will be glad to receive further contributions:—

Already acknowledged	$1,758
Officers Royal Artillery	45
D. Gubbay	15
Commander Tayler, R.N.	10
Actg. Commander Pigmer,	10
Dr. Gilmour	5
W. E. Wallis	2
	$1,845

THE WAR.

(*From San Francisco Papers*)

GERMAN REASONS FOR INTERVANTION.

A dispatch to the *World* from Berlin says. An evidently inspired editorial in the *Post*, treating on the question of European intervention in the American-Spanish war, say. "The time for a decision upon the question is rapidly drawing nearer. If the Powers eventually intervene it will only be on condition that the Spaniards shall remain loyal to the reigning dynasty. If they show a disposition to change the Government and place themselves under the control of the Republicans or of mutinous Generals, they need not reckon on the sympathy of monarchical powers."

THE CAROLINES AND LADRONES TO BE SEIZED.

A special to the *Sun* from Washington says: I am informed to-night that Admiral Dewey will assert the sovereignty of the United States over the Caroline and Ladrone islands, and destroy anything found on them which may be considered munitions of war [But how about "King" O'Keefe and his army. Surely he should not be left out of the calculations of the Gallant Admiral] While the Navy administration feels sure Dewey has wiped out every ship Spain had in the Philippines, it is believed that the Admiral will send a cruiser about the islands to look out for any gunboats not known now, and will destroy them if found.

THE TROOPS NOW IN THE PHILILIPPINES.

The first expedition consisted of the First Regiment of California Volunteers, the First Oregon Volunteers, one officer and fifty men from the heavy artillery of the California Volunteers making in all 125 officers and 2400 men, under Brigadier-General Thomas Anderson. The *Charleston* convoyed the transports.

THE CHARLESTON'S OFFICERS.

The complement of officers on board the U.S.S. *Charleston* is as follows: Captain Henry Glass commanding: Lieutenant Gottfriend Blocklinger, executive officer; Lieutenant William Braunersreuther, navigator; Lieutenants Frank M. Bass wick, George R. Slocum, Robert E. Coontz; Ensigns William A. Moffett and Waldo Evans; watch officers—Surgeon, Henry T. Percy; Passed Assistant Surgeon, Ammen Farenholt; Paymaster, James S Phillips; Chief Engineer, Robert W. Galt; Passed Assistant Engineer, J. S. McKean; Assistant Engineers—A. W. Marshall, C. E. Leiper and J. B. Henry; Boatswain, D Glynn; Gunner, A. A. Phelps; Carpenter, J. H. Gill; Pay Clerk, F. M. Phillips.

ABOUT THE MONTEREY.

WASHINGTON, May 21st.

The monitor *Monterey* was to-day ordered to proceed to Manila to re-inforce Admiral Dewey's fleet. The orders were issued late this afternoon, and while all the plans for taking the big fighting machine across the Pacific have not been completed, enough is known to show that every chance has been carefully calculated. The ship will have to undergo some repairs before starting on her long voyage. It is understood that there will be not only an overhauling of the machinery, but some alterations in the coal bunkers which will enlarge the fuel capacity of the monitor from 200 to over 300 tons. In addition there will be built upon her decks a superstructure which will enable her to carry a deckload of coal sufficient to carry her under her own steam to Honolulu at a cruising speed of nine or ten knots.

The plan as at present outlined is to equip the big tug *Iroquois* (formerly the *Fearless*) for a deep-sea voyage, and have her convoy the *Monterey*, ready to take the ship in tow should her coal supply give out on the way across the Pacific to Honolulu. This is regarded as the worst stretch, for the reason that there is no chance to get under the lee of a friendly island and coal while at sea. Some naval officers fear that the *Monterey* cannot go further than 1700 or 1800 miles under her own steam, and for this reason [illegible] the *Iroquois'* se[illegible] where [illegible] mooth from than Navy ding sans It is trip uch [illegible] able, as her [illegible] and heavy armament will be sufficient to prevent any Spanish fleet from forcing an entrance into the bay. The ship is considered fully capable of the long trip. The Californians here expect that there will be protests loud and long against taking the *Monterey* from the coast when little danger is anticipated, but where the big ship has given a feeling of security. The result of taking her away will be the rushing of work on the *Philadelphia*, so that she will be ready for sea within a few weeks.

The *Monterey* is described technically as a barbette turret, low-freeboard monitor, of 4000 tons displacement. She is 256 feet beam and feet 6 inches deep. She carries in her two turrets, surrounded by barbettes, two twelve-inch and two ten-inch guns, while in her superstructure, between the turrets, are mounted six six-pounders, four one-pounders and two Gatlings. The turrets are seven and one-half inches thick, and the surrounding steel barbettes are fourteen inches and eleven and one-half inches thick. The *Monterey's* complement is nineteen officers and 172 men.

THE SUN'S SPECIAL.

Among the newspaper correspondents on the *City of Peking* was Mr. Oscar King Davis of the *New York Sun*. Mr. Davis is a wellknown writer, who has a large acquaintance in the United States Navy, as much of his work in recent years has been reporting the testing of new war vessels. He was on the *Columbia* during her recent trial trip, and was ordered to Manila just the day before the *Columbia* received orders to join the Key West squadron. Mr. Davis will send cable dispatches and mail letters to the *New York Sun*, and will write descriptive letters for *Harper's Weekly*, to which he contributed recently some graphic letters from the *Columbia*.

TO OVERTHROW THE MONARCHY.

Senor de la Costina, the American representative of Don Carlos, left New York recently to join his leader in Europe. Before going Senor Costina said that his departure was due to a summons from Don Carlos and that all the other American Carlists had already left or were about to leave to assist Don Carlos in his next effort to regain his throne. Senor Costina, according to the *Commercial Advertiser*, said that, judging from the events of the past few days, Don Carlos would probably be established before he (Senor Costina) arrived in Europe, but that in any event the presence of the American Carlists was desired at this moment.

"With our knowledge of the United States and the American people we will be able to advise Don Carlos as to the expediency and the best method of carrying on the present war.

"It is possible, certainly," said Senor Costina, "that some way may be found to settle the difficulty when Don Carlos is King; the American Carlists will endeavor to bring this about. Should Don Carlos, however, consider that the honor of Spain or the interests of the Spanish people would be compromised by a peace he will certainly carry the war on to the end. He will be in a better position to wage war than is the present Government. Besides his own immense fortune, which amounts to about $30,000,000, he inherited a large fortune from his first wife, and his present wife, too, is very rich. Besides this, he can command the entire fortune of every Carlist in Spain, France or anywhere else.

"Don Carlos is already forming his ministry, and although it is not yet completed, I can safely say that at least three of the Ministers have been decided on. The Marquis of Cerralba is to be President of the Council; General Weyler, Commander-in-Chief of the Army, and Don Juan Vasquez de Mella, who was recently expelled from the Cortes, will occupy a high position, probably that of Secretary of State."

THE MORRO SPIDER.

"Will you walk into my harbour?"
Said bold Blanco to the fleet;
"It is the neatest harbour—
So dainty and so neat.
—Just steer your way in boldly,
"You needn't have a fear;
A very child could do it
If the child knew how to steer."

"I rather like your harbour,"
Said Sampson unto Blanc,
"It seems almost as quiet
As a reservoir or tank.
But we have to linger
And save this beat of jays—
For though we like you, Blanky,
We all mistrust your buoys."

NOTES FROM THE NORTH.

(*From our own Correspondent.*)

TIENTSIN, June 18th.

There has been quite a little flutter in official circles. The death of Prince Kung

HAS RESTORED LI TO POWER,

and brought the Empress Dowager again to the front, with the result that sundry and manifold changes are on the tapis. The old Grand Councillor, Grand Secretary and Tsungli Yamen-man, Wêng T'ung Ho has been stripped of all office, degraded and sent home, after being Memorialized against by no less than 24 censors. I have not yet discovered the precise nature of the offences which have been multiplied against him, but from all I can gather they represent general obstructiveness to the other men's plans. The Emperor is said to have had an interview with him, and intimated that he May consider himself very lucky in getting off so easily, leniency being extended towards him by virtue of his originally being the Emperor's tutor. Viceroy Chang Chi Tung has once more been telegraphed for, and our Viceroy Wang Wên Shao has been summoned in haste to the gay and giddy capital, and a Manchu Minister who is supposed to be pro-foreign has been appointed in stead. What all these changes portend is not quite clear yet, but there is every reason to believe that

RUSSIAN INFLUENCE IS TO THE FORE

in Peking Both the Empress Dowager and Li are open to suspicion as being more than friendly to Russia as a source of personal and private riches that increase, and a report which claims to be well founded reaches me that Russia is making very strong protests

AGAINST THE BRITISH SYNDICATE

obtaining the mining concessions in Shansi. I am told that Russia objects on the score that China has pledged her Army and all railways in North China to Russian construction or control. By what right or treaty any such pledge has been given I do not know, what we do know is that when Russia has made up her mind to do a nasty thing she invariably does it, and is not over scrupulous as to ways and means in the doing. During Prince Kung's lifetime it is quite possible that Russia was was kept a little in check, and any way it was not convenient during the recent crisis to interfere in any way with the Peking Syndicate's operations. But now that everything is once more quiet, M. Pavaloff is reported to have come down on the newly granted concession to the Syndicate for mining and railway like a cart load of bricks, and says they shan't have it. Of course two people can play at that game, and Sir Claude, who has taken an active interest in the Syndicate's negotiations is not the man to be bluffed out of a thing so easily. I rather fancy Sir Claude is a bit of a pill to the Russian representative in Peking, who is frantically jealous of the step-by-step progress British ascendency has been making of late in the concession line, and it looks as if a conspiracy were on foot to make things uncomfortable for our Minister. He has had a great deal of unnecessary trouble given him by Li Hung Chang in carrying through this Kowloon extension affair, and the final stages were I believe the occassion of some very stormy interviews between Sir Claude and Li and a most savage and unwarrantable attack has been made on him in a native paper here which is suspiciously unlike ordinary Chinese writing.

BERR DETRING IS BACK

and dashing hither and thither in his really smart barouch and pair with his Chinese friend. He has several irons in the fire I believe, but at present I know nothing of his movements. Various rumours have been current, and at one time it was stated that he was to hold some high position at Kiao-chow but I do not think there is any truth in that. We have had

QUITE A PLETHORA OF ACCIDENTS

in these parts. One of the Peiyang gun-boats was lost in a fog outside Port Arthur on the 8th inst., a terrific gale springing up while she was at anchor outside the harbour, and driving her on to the rocks. She foundered almost immeditely, only four out of 160 on board being saved. The Chinese regard this as a direct consequence of Russia being allowed to have Port Arthur, as they say if it had not been for the Captain's fear of running into one of the Russian boats, he would have taken his vessel inside instead of anchoring outside, and thus have escaped the storm.

ANOTHER CALAMITY

happened at Taku, where a large junk was burned and twenty-eight lives lost. This was during the same storm, and the junk was rolling heavily, being laden with Samshu. The wine casks broke and the liquor flooded the boat. The frightened men began to light their joss sticks, offer prayers to their Gods, and a lighted match falling in the wine the vessel was enveloped in flames, and was speedily destroyed.

On the 11th inst. the

"SULTAN" MADE HER TRIAL TRIP.

By all accounts she behaved splendidly, and as the first work of the kind that the S. Tug and Lighter Co. have turned out she is very creditable indeed. She is now being advertised for sale and will I hope sell well.

STILL NO RAIN UP NORTH.

but the weather has been good on the whole, and very fairly cool. Several people are down with chills owing to a prejudice against flannels round the stomach, the value of which few people seem to understand.

"If you don't have me," he cried, "I'll blow my brains out." "Ah!" she said, "I knew you didn't love me as the man who wins my hand must love me. Blowing your brains out would simply amount to nothing. It would be the least thing you could do."

MALAY LIFE IN THE PHILIPPINES.

When all is said and done, the prime history of a country lies not in the land itself but in the inhabitants of the land where they are unworthy of the beauties around them, the fairest scenery fails to charm; as, on the contrary, a noble people can cast a glamor of attractiveness over the dullest landscape. The barren rocks of Attica, the dreary plains of Rome, nay, the unsightly marshes of Holland, are love for their hero children, while the gorgeous panoramas of Rio and Valparaiso, Yosemite gorges and Niagara chiefly suggest a feeling of dissatisfaction with the unequal inferiority of their vanished authochthones or present occupants. The chiefest, the almost exceptional spell of the Philippines is situate, not in lake or volcano, forest or plain, but in the races that from the bulk of the Island population, the "Indians" as Spanish guilelessness of ethnography persists in misnaming them, the Malays of descent and fact.

I said "almost exceptional," because rarely is an intra-tropical people a satisfactory one to eye or mind; witness the average Negro of Western Africa, the Caribs of Southern America, the Sinhalese of Ceylon. Extreme heat, as extreme cold, are both, though in different ways, generally unfavorable to a successful development, physical or intellectual, of the human species. But this cannot be said of the Philippine Malays, who in bodily formation and mental characteristics alike may fairly claim a place, not among the middling ones merely, but almost the higher names inscribed on the world's national scale; and though not exactly a superior, are eminently an estimable, pre-eminently an amicable race.

Indeed of the 8,000,000—so runs the exactest though only, approximate census—that inhabit the Philippines, Europeans, Chinese, all foreigners whosoever taken together, do not make up a hundredth part nor do the thinly scattered and unprolific negritos add much to the extra-Malayan muster. Not again, in a general sketch like this do the varieties offered by the Philippino-Malay an population within itself require more than passing indication. The chief are three, which correspond with tolerable geographical exactness to a triple division of the archipelago into northern, central and southern. Thus; the Ilocan Malays occupy the north, the Tagals the centre, and the Visalans the south.

Of these three sub-races, the first named are the largest and sturdiest in physical build, but of lower mental average and less general adaptability than the two others. The second, a smaller statured, dark complexioned and sinewy race, are distinguished above all others for energy of character, intelligence and perseverance. The Visalans, graceful even to beauty in form and gentle in manner, differ little in natural capacity and endowments from the better sort of their congeners in Borneo. Derived from or engrafted on these three main branches are many lesser sprays. Some especially in North and Central Luzon, owe their differentiation if reliance can be placed on the testimony of bodily lineaments historical evidence combined, to a strong infusion of Chinese, Formosan, and even Japanese blood. Others, the Bicols for instance on the eastern shores of the Island, display an evidently Polynesian or Papuan admixture; while in the huge southerly island of Mindanao, scarcely inferior to Luzon itself in dimensions, a population closely resembling the Dyaks of Borneo is reported to exist. But the persistent, strongly marked Malay type, whether absolutely pure as among the Visalans, or dashed with foreign strain, here more, here less, as is the case among the Tagals, Ilocans and their sub-branches, predominates in all.

Add to these a concentrated, never-absent self-respect, with its natural result an habitual self-restraint in word and deed, then only, and that very rarely, broken through when extreme provocation induces the transitory but fatal frenzy known as amok, and in one deadly hour the Malay casts to the winds every feeling, every thought, except that of bloody, indiscriminating revenge. Add an inbred courtesy, equably diffused through all classes, low or high, unfailing decorum prudence, caution, quiet cheerfulness ready hospitality a correct though not an inventive taste, and a marked tendency to ancestral worship—such are, as described by the keenest of observers and most truthful of narrators, in his "Malay Archipelago," the general attributes of the Malay race; and such are abundantly shared in by the inhabitants of the Philippines, though here they have undergone certain modifications, some favorable, some the reverse.

These modifications are as might be anticipated due principally to two important circumstances; the one, that the Philippine Malays have for now three full centuries been subject to European i. e., Spanish rule; the second, that they have for an equal length of time followed the religion of their conquerors, the Roman Catholic form of Christianity. Other things, climate, trade, wars, immigrations and the like, have no doubt had their effect, but in subordinate measure; the climate differing little from that of the not distant equatorial islands and peninsulas, while the isolated and isolating character of Spanish colonial policy has left comparatively little play to the action of trade or war-immigration has been considered already.

How far, then, has Malay nationality submitted to be modified by Spanish influence and institutions? How far has it, instinctively or deliberately declined them? A visit to any one of the large villages or pueblos in the populous provinces of Pampangas, Laguna or Batangas, all of them within easy reach of the government centre. Manila, will best help us to decide.

A word about these mestizos. Not often the result of Spanish intermarriage, they are very commonly of semi-Chinese origin; a complexion fairer than the average a greater breadth of forehead and feature and a marked tendency to obesity, are their most ordinary distinctive marks. Intellectually they are generally somewhat the superiors of the unmixed natives around them. Their number, taken in comparision with that of the entire population is not great; but their wealth and influence, go far to make up this deficiency. I return to the Malays proper.

Not a village of any importance throughout the length and breadth of the Philippines but has its band of carefully selected and expensive brass instruments and skilled players to match; for, next to his fighting cocks, of which more anon, music is the dearest solace of the Philippine Malay; and the ex-bandmasters of the numerous native regiments here maintained by the Spaniards are always ready to hire out their services as professors of the art wherever wanted. Of the original native music, prior in date of the Spanish conquest, little now remains, its connection with an older paganism, perhaps patriotism, having caused it to be proscribed and carefully put down by the later clergy; two airs I had however, a chance opportunity of hearing; they were of a sentimental and somewhat pathetic character.

Coachman—I am going to leave, sir. I can't stand the missus.

Employer—Too strict, is she?

Coachman—Yes, sir. She keeps forgetting that I can leave at any time, and worries me about just as if I was you.

BRITISH-AMERICAN ODE.

[The following appropriate ode has been composed by the Rt. Rev. B. B. Usher to meet the patriotic views of those who love the old land and the new. It is to be sung to the music of "God Save the Queen," which is the same as the American tune "America," sung to "My Country, 'tis of Thee."]

God bless the whole wide earth,
The land that gave us birth,
And where we dwell.
Here, with our hearts content
May life in peace be spent;
God save our president,
Let anthems swell.

Bless her, on Britain's throne,
Whose might is right alone,
And spare her long
Here in Columbia's land,
May we meet heart and hand,
A proud, united band,
Be true and strong.

Hasten, O God, the day
When with united sway
On land and sea,
British and Yankee might,
Upholding all that's right,
May stand prepared to fight
For Liberty.

Fling v. de our ensign's fold,
And let the earth behold,
Our flags are one,
Let all men know this true
The old red, white and blue
Lies blended in the new
And strife is done.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.54	29.41
Thermometer	79	83
Humidity	92	78
Rainfall	0.19	.....

TO-DAY.

Thursday, 30th June, 1898

High water—*Morning* ..... *8hr. 58min. and 8hr. 88min.*
Low water—*Morning* ..... *0hr. 48min.*
Afternoon .....*10hr. 58min.*

ANNIVERSARIES.

1607—Cardinal Baronius died.
1685—Archibald Campbell, Earl of Argyle, beheaded.
1840—British expedition to China arrived.
1853—End of the Burmese war.
1861—Sir H. Robinson dismissed all the Chinese headmen of Hongkong.
1876—A section of the Shanghai-Woosung Railway opened.
1891—The Takashima coal mines flooded.
1897—Punitive force ordered to take possession of Poona.

TO-MORROW.

Friday, 1st July, 1898.

High water—*Morning* ..... *6hr. 51min. and 8hr. 9min.*
Low water—*Morning* ..... *1hr. 48min.*
Afternoon .....*11hr. 48min.*

ANNIVERSARIES.

1690—Battle of the Boyne.
1801—First steamer on the Thames.
1844—Mr. H. C. Sirr, the first Hongkong barrister arrived.
1854—Meeting of the first Cape Parliament.
1857—Hakodate, Kanagawa and Nagasaki opened to foreign trade.
1862—Princess Alice married.
1875—Green Island Light first exhibited.
1893—Two Swedish missionaries murdered near Hankow.
1896—Reported discovery by Dr. Yersin of a cure for plague.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian (*Guthrie*) 2nd prox.
Indian (*Sutsang*) 5th prox.
French (*Melbourne*) 6th prox.
Canadian (*Empress of Japan*) 12th prox.
American (*Belgic*) 17th prox.

* * *

THE N. P. S. S. Co.'s steamer *Columbia* arrived at Tacoma from Kobe on the 28th inst.

* * *

THE O. S. S. Co.'s steamer *Yasou* left Singapore on the 28th inst., and may be expected here on or about Monday, 4th July.

* * *

THE Nippon Yusen Kaisha's steamer *Sanuki Maru* (Europe Line) left Kobe for this port yesterday, and is expected to arrive here on the 4th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

		Kowloon	Dock
Isidoro Pons	at		
Fethoo	"	"	"
Ningchow	"	"	"
Germania	"	"	"
Pronto	"	"	"
Glenearn	"	"	"
Dorte	"	Cosmopolitan	"

SWATOW.

Arrivals.	*from*	*Agents.*
June 26 *Chefoo*	Newchwang	B. & S.
27 *Chowfa*	Bangkok	B. & S.
27 *Hailoong*	Hongkong	J. M. & Co.
27 *Newchwang*	Newchwang	B. & S.
28 *C. H. Kiang*	Amoy	L.Y.S. & Co.
28 *Nanyang*	Amoy	J. M. & Co.
29 *Haimun*	Amoy	J. M. & Co.
29 *Hong Leong*	Amoy	L.Y.S. & Co.
29 *Pasig*	Hongkong	Master
29 *Formosa*	Hongkong	J. M. & Co.
29 *Choysang*	Hongkong	J. M. & Co.
Departures.	*for*	*Agents.*
June 26 *Chihli*	Shanghai	B. & S.
27 *Moefoo*	Amoy & S'hai	C.M.S.N. Co.
27 *Hailoong*	Amoy	J. M. & Co.
28 *Loosok*	Singapore	B. & S.
28 *Chefoo*	Shanghai	B. & S.
28 *Chowfa*	Hongkong	B. & S.
28 *Nanyang*	Hongkong	J. M. & Co.
28 *C. H. Kiang*	Singapore	L.Y.S. & Co.
29 *Haimun*	Hongkong	J. M. & Co.
29 *Formosa*	Amoy	J. M. & Co.
29 *Choysang*	Shanghai	J. M. & Co.
29 *Kiangnan*	Hongkong	Tung Kee

IN PORT—*Kiangnan, Newchwang, Hong Leong, Pasig.*

PASSED THE CANAL.

OUTWARD—May 31st; *Maria Valeria, Chin Kiang* June 3; *Howlek Hall.* June 7; *Nestor, Queen Mary, Ratho.* June 10; *Japan, Arara* June 13; *Ichang, Promatheus* June 17; *Erato, Ernest Simons, Remus.* June 21; *Carmarthenshire, Antegsby, Drumgarth.* June 24; *Borneo, Arcadia Patroclus.*

HOMEWARD—*Preussen*, June 24th.

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy, in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effects; it has been in each case taken most readily."—W. PERKINS, M.R.C.S., Medical Superintendent, Bulleigh Hospital. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—[*Advt.*

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"DORIC,"

are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 3rd July will be subject to rent.

No Fire Insurance will be effected.

J. S. VAN BUREN,
Agent.

Hongkong, 27th June, 1898. [1-w 2

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, ROTTERDAM AND SINGAPORE.

THE Steamship

"KENDAL CASTLE,"

having arrived from the ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 30th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th July, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

HARLING, BUSCHMANN & MENZELL,
Agents.

Hongkong, 23th June, 1898. [8co

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAYERN,"

THE above named steamer having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained

Optional cargo will go on to Shanghai unless notice to the contrary be given TO-DAY at NOON.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 4th and THURSDAY, the 7th July, at 9.30 A.M.

All claims must reach us before the 13th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.

Hongkong, 28th June, 1898. [1-w 783

Hotels.

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN AT THOMAS'S GRILL ROOMS.

WHATS' THE MATTER WITH THIS TARIFF:—

BREAKFAST	$ 0.55
TIFFIN	0.75
DINNER	1.00
3 MEALS DAILY (Monthly Rate)	40.00
1 TIFFIN "	15.00
1 DINNER "	20.00
TIFFIN & DINNER "	30.00
BREAKFAST & TIFFIN "	25.00
BREAKFAST & DINNER "	28.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. E. GOODCHILD,
Manager.

37]

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1898. [21

THE KOWLOON HOTEL Is now refitted and reopened as a thoroughly HIGH-CLASS HOTEL, with everything of the very best, Splendid Suburban Situation, Unrivalled in the Colony. Cuisine a Specialty: none to compare. Liquors of carefully selected quality Billiard-tables and Bowling-alleys excellent.

J. W. OSBORNE,
Proprietor.

April 2nd, 1898. [485

For Sale.

FOR SALE.

THE FINE SCREW STEEL STEAMER "SULTAN."

2,135 tons gross, 1,350.32 tons Register (builders' measurement); built in 1893 by Messrs. WOOD, SKINNER & CO., Newcastle, England. The steel used in construction was tested by Lloyd's, and all requirements of that institution at the date of launching were complied with.

The Engines were built by THE NORTH EASTERN MARINE ENGINEERING CO. (LTD.), Wallsend, and are triple expansion. Diameter of cylinders 20½ in., 34 in. and 56 in., the length of stroke 39 in., the Nominal Horse Power 200. There are two steel boilers carrying 160 lbs. pressure each boiler having 3 furnaces.

The vessel has a cellular double bottom for water ballast, all fore-and-aft, and is equipped with all the most modern improvement, including combined steam and hand steering apparatus amidship, and screw gear aft, direct steam windlass, &c.

The principal dimensions of the vessel are as follows:—

Length 275 ft., beam 37 ft. 6 in., depth (moulded) 20 ft. 8 in. The cubic capacity of hold is 149,250 ft., equivalent to 3,553 tons at 42 cubic feet to the ton. The vessel's consumption of coal is 18 tons per 24 hours, with a speed of 10 knots. Her bunker capacity is 325 tons and water ballast 460 tons.

Her draught, light, is 7 ft 10 in., and loaded 21 ft, with 3,300 tons on board.

The vessel has been put in a [illegible] of repair under the superintendence of the Bureau Veritas representative, who has recommended the vessel for a class, in the First Division 3/3 L. I. I.

For further particulars apply to—

W. H. FORBES,
Secretary.

TAKU TUG and LIGHTER CO., LTD.

Telegraph Address:
Calendar, Tientsin. [791

FOR SALE!

TYPHOONS! TYPHOONS! TYPHOONS!

COPIES of the SECOND EDITION of that well-known and most useful work,

"THE LAW OF STORMS IN THE EASTERN SEAS."

BY
DR. W. DOBERCK,
Director of the Hongkong Observatory.

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" W. BREWER & Co.
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" LANE, CRAWFORD & Co.
" HEUERMANN, HERBST & Co.
and
" F. BLACKHEAD & Co.

Hongkong, 21st June, 1897

FOR SALE.

A PAMPHLET containing the Series of Articles by the *Telegraph's* Special Correspondent entitled

"HINDRANCES TO THE DEVELOPMENT OF TRADE IN KWANGTUNG AND KWANGSI."

ALSO

The new TRANSIT PASS RULES, providing for the sale of goods *en route* to inland markets.

PRICE, 50 CENTS PER COPY.

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No. 6, Pedder's Hill.

Hongkong, 18th March, 1898.

To be Let.

TO LET.

THREE ROOMS on 2ND FLOOR No. 8, Queen's Road Central, Suitable for OFFICE, Rent Moderate.

Apply to

Mr. SUI SANG,
On the premises.

Hongkong, 7th March, 1898. [247

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$185.

A special reliable Watch made for this Climate.

Quality A.....$16
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10, *QUEEN'S ROAD CENTRAL*,
Opposite the Telegraph Office.

41

DENTISTRY.

DR. SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 8, Queen's Road Central.

Hongkong, 9th February, 1898. [52

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.

Hongkong, 27th September 1898. [48

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [24

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY,

At the office of the *Hongkong Telegraph* you can see, and procure for SIX DOLLARS, a Copy of the *Webster* of *Websters*, the latest and most emphatic proof that *Labor omnia vincit.*

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour:—

HAWTHORN BANK, Brit. Bk., Greig—Shewan, Tomes & Co.

Intimations.

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(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOKIO MARU ..... E. W. Hasewell	THURSDAY ISLAND, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 1st July, at Noon.
SANUKI MARU ..... W. Townsend	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 5th July, at 4 P.M.
MATSUYAMA MARU ..... J. Isirei	KOBE and YOKOHAMA	THURSDAY, 7th July, at 4 P.M.
SAGAMI MARU ..... T. Murai	VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI PUSAN and GENSAN.....	FRIDAY, 8th July, at 12 Noon.
[illegible] MARU..... [illegible]	SEATTLE, WASH., U.S.A., VIA KOBE and YOKOHAMA	THURSDAY, 14th July, at 4 P.M.
[illegible] MARU..... [illegible]	MARSEILLES, LONDON and ANTWERP, via SINGAPORE Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID	TUESDAY, 19th July, at 4 P.M.

[illegible]igh Passenger Tickets and Bills of Lading issued for the Principal Cities in the [illegible]ies, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and [illegible]amers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 30th June, 1898. [6

Dr. KNORR'S
ANTIPYRINE

patented
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARITION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericida action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

DR. OVERLACH'S
MIGRAININE

"LION BRAND"
(ANTIPYRINE—CAFFEINE—CITRATE.)
(1) Excellent results in *the severest cases of migraininе, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.*
(2) The *best antipyretic*, even in threatened collapse, because the caffeine of Migraininе acts simultaneously as an *ar tleptic.*
☞ Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers:—
FARBWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.
Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [34

[illegible]
BLOOD MIXTURE
THE GREAT BLOOD PURIFIER AND RESTORER.

FOR cleansing and clearing the blood from all impurities it cannot be too highly recommended.
For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, and Sores of all kinds, it is a never-failing and permanent cure.
It Cures Old Sores.
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blackheads, or Pimples on the Face.
Cures Scurvy.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all impure matter.
From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.
As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS.
Clarke's Blood Mixture is sold in Bottles 2s. 9d. each, and in cases, containing six times the quantity, 11s.—sufficient to effect a permanent cure in the great majority of long standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midlands Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture."

CLARKE'S BLOOD MIXTURE.
CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture," blown in the Bottle, without which none are genuine. [19

TO THE DEAF!
A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C. [72

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
SANITARY SOFT SOAP. JEYES FLUID THE BEST DISINFECTANT. DISINFECTANT SOAP.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897. [12

NOT SO FAR AWAY
IN CHICAGO U. S. A.
IS THE
Greatest Mail Order House in the World.
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WHO ISSUE SEMI-ANNUALLY THE MOST COMPREHENSIVE
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Goods Guaranteed as Represented or Money Refunded.
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GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST

All suffering from **Catarrh, Consumption, Obstinate Coughs or Colds** and those affected with diseases of the **Chest, Lungs and Bronchial Tubes**, should take
GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.
Grimault's Syrup immediately arrests the *Cough, Spitting of blood* and *Nightsweats*, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.
GRIMAULT & Co, Paris. Sold by all Chemists

AN APPEAL.
THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.
The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1893 [40

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"ST. NINIAN,"
will be despatched as above on or about the 1st July.
To be followed by
S.S. "CRAIGZARN," on or about 20th July, 1898
S.S. "FORTUNA," on or about 5th August, 1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.
Agents.
Hongkong, 20th June 1898. [735

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"CATHERINE APCAR,"
Captain J. G. Ollient, will be despatched for the above Ports on SATURDAY, the 2nd July, at Noon.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 27th June, 1898. [796

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN,"
Captain, Ramsay, will be despatched on MONDAY, the 4th July, at 2 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versa.*
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th June, 1898. [778

HAMBURG-AMERICA LINE
(EAST ASIATIC SERVICE.)
FOR LONDON, HAMBURG AND ANTWERP.
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.
THE Company's Steamship
"ARMENIA,"
Captain Magin, will be despatched for the above Ports, on MONDAY, the 4th July.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 23rd June, 1898. [772

FOR COLOMBO, SINGAPORE, HAVRE AND HAMBURG.
(Calling at NAPLES if sufficient inducement offers)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)
THE Steamship
"DELLA,"
Captain E. Christiansen, will be despatched for the above Ports on or about the 6th July.
This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSSEN & Co.
Agents.
Hongkong, 24th June, 1898. [788

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PRIAM,"
Captain Jackson, will be despatched as above on MONDAY, the 11th July.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th June, 1898. [789

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship
"MOYUNE,"
Captain R. Conradi, will be despatched as above on or about the 13th July.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 22nd June, 1898. [784

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"JATHAN,"
will be despatched as above on or about the 15th July.
S.S. "MACDUFF".....about 31st July, 1898.
S.S. "SIKH" ..... " 13th Aug., 1898.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 29th June, 1898 [293

SAILING VESSEL.

FOR SAN FRANCISCO.
THE 100 A 1 British Ship
"HAWTHORNBANK,"
Greig, Master, will load here for the above port and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 13th June, 1898. [744

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Tai-Ho-ma Road.*
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in this Colony or in any part of the Far East.
GROUPS AND VIEWS a speciality.
Hongkong [illegible] 1894. [42

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.
PROPOSED SAILINGS FROM HONGKONG.
FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Tacoma...	2,540	A. Dixon	July 2.
Victoria	3, 7	J. Truebridge ...	July 19.
Olympia	2,603	T. H. Dobson ...	Aug. 6.
Arizona	5,305	J. Panton, R.N.R.	Aug. 23.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Tacoma	3,511	E. Potter	Aug. 13
Mogul ...	3,654	W. H. Wright ...	Sept. 10.
Columbia	2,605	A. Gow.....	Oct. 1.

THE attention of Passengers is directed to the very cheap rates offered by this Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).
Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 17th June, 1898. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).
THE Steamship
"VERONA,"
Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY and STRAITS, &c., on SATURDAY, the 9th July, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 25th June, 1898. [5

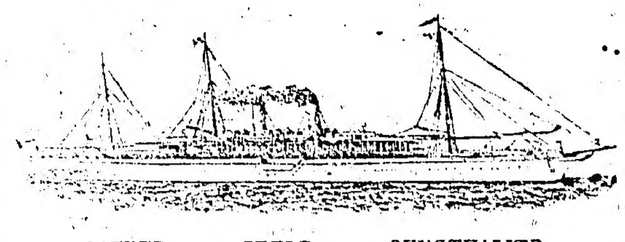
NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Bayern	Wednesday	20th July.
Prinz Heinrich ...	Wednesday	17th Aug.
Darmstadt	Wednesday	14th Sept.
Preussen	Wednesday	12th Oct.
Sachsen	Wednesday	9th Nov.
Bayern	Wednesday	7th Dec.
Prinz Heinrich ...	Wednesday	4th Jan.'99.

ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 18th July. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 19th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 22nd June, 1898. [783

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.  1898.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 20th July, 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th August, 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st, August, 1898.
THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 29th June, 1898. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 5th July, at Noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 26th July, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe Inland Sea, Yokohama and Honolulu)	Saturday, 13th Aug., at Noon.

THE Company's Steamship
"DORIC,"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 5th July, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 17th June 1898 [2

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG,
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May 1898. [39

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.

Glenfarg (via Shanghai, Nagasaki Kobe, Inland Sea and Yokohama).....	Saturday, 16th July, at Daylight. (For Cargo only).
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 23rd Aug., at Noon.

THE U. S. Mail Chartered Steamship
"GLENFARG,"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 16th July, at Daylight, taking States, and Passengers and Freight for Japan, the United Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 25th June, 1898. [1

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK, MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

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